Amendments to the Specification:

Please substitute the following fifteen paragraphs, each numbered according to the published application:

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Paragraph 0017, replace with the following new paragraph:

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      The Walt Disney theme parks make use of a system called ~~"FastPass,"~~ FASTPASS® described by Laval et al. in U.S. Pat. No. 6,173,209. Visitors to a park can either enter the regular queue for an attraction, or they can obtain an express pass to use the express queue. The express pass has a time period during which it is valid. The visitor must present the express pass during the indicated time period in order to bypass the queue and be admitted to the attraction. Obtaining an express pass is achieved by the visitor presenting an ID of some sort, to a kiosk near the ride. An express pass is issued, bearing the next available reservation time. No further express passes will be issued to an ID until the existing express pass has expired. Thus, a "first-come, first-served" virtual queue is created, and the visitor can be in only one virtual queue at a time.

Paragraph 0024, replace with the following new paragraph:

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      Another disadvantage of systems like Laval and Mahoney, is that they do not mitigate unequal

demand for various attractions. An extremely
popular attraction may find that its ~~"FastPass"~~
FASTPASS® reservations for the entire operating
day are dispensed within an hour of the

5   facility's opening. Meanwhile, other attractions
may not exhaust their allotment of reservations.

Paragraph 0037, replace with the following new paragraph:

10   A system or method is needed that allows
[[a]] an unfamiliar visitor to receive a near
optimal experience, suited to his (or his
party's) tastes, schedule, needs, and
limitations. The experience should give a proper

15   overview of the facility, so a tourist does not
return feeling that they have missed a key
element.

Paragraph 0051, replace with the following new paragraph:

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Such a profile would be comprised of many
factors, each representing information such as
the number of people in the party, whether there
are any infants, children, disabled, or elderly

25   members in the party. The profile might contain
information concerning the party's preferences,
such as interest or aversion to thrill rides, or
to particular themes. For instance, visitors to
an historic site might express a disinterest in

30   military history, or more generally, a party
might specify an aversion to violence, whether

depicted in a movie or ride as entertainment, or recounted in an historic exhibit.

Paragraph 0073, replace with the following new paragraph:

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In addition to the above, it is an object of this invention to accommodate attractions of various types. This includes specifically located attractions, such as rides, lookout

10 points, diffusely located attractions such as a fireworks display or parade, or multiply located attractions such as shopping or dining. It includes discretely scheduled attractions, such as theaters with specific show times,

15 continuously available attractions (e.g. a fountain), and attractions with limited ~~availablility~~ availability (e.g. a trail that closes 1/2 hour before sundown).

20 Paragraph 0148, replace with the following new paragraph:

Optionally, a pass form 600 may recognize a sequence of touch operations that an attraction operator may perform that will expend a displayed

25 pass for the current event. An example of such a touch operation (not shown) would be drawing a large circle on touchscreen 140 clockwise, from the top, while pass form 600 is displayed. This might be followed by three taps in the center of

30 the circle, and another large circle, but drawn counterclockwise from the top. Such a gesture,

or other method for entering a security code,
many of which are known to the art, would make a
mark (not shown) [[the]] to indicate that the
displayed pass has been "spent". Usually this is

5   not necessary, as experiencing an attraction
often takes longer than the period for which a
pass is valid. Further, upon exiting an
attraction there will generally be another event
in the itinerary and the party will not have time

10   to re-enter the attraction for a repeat
experience.

Paragraph 0155, replace with the following new paragraph:

15   Alternatively, the party may be supplied
with a printed series of pass forms 600, making
essentially a customized ticket book, having the
same information printed on each paper pass as
was displayed on the analogous electronic version

20   (except time-of-day 410). If desired by facility
operations, single person passes can be generated
for each individual in a party, rather than one
multi-person pass for the whole party. To deter
fraud and perhaps enable mechanical devices known

25   to the art to control access to the attraction,
the ~~authetication~~ authentication code or
signature on pass form 600 (not shown) may be
expressed in printed form as a barcode. This
embodiment is particularly attractive if it

30   closely resembles the attraction admission media
already extant in a facility. When appropriate

to the access control system, the event data
related to the printed pass forms is inserted as
records into the access control databases of the
prior art such as Laval, et al. The

5   authentication codes, on the printed pass forms
expressed as printed barcodes, are also recorded.
By so doing, the printed passes can function as
if they were attraction admission media of the
prior art, thereby allowing admission media of

10   the present invention to function as, and in
parallel with, admission media of the prior art.

Paragraph 0156, replace with the following new paragraph:

15   In a similar embodiment, a party is issued
an identification card or, if preferred by the
facility operator, a card is issued to each
individual in a party. In the same manner as
above, event data is inserted as records into the

20   database of the prior art such as Mahoney et al.,
and tied to the cards issued to the party. In
this manner, the cards [[issue]] _issued_ to the
party operate as, and in parallel with,
attraction access media of the prior art.

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Paragraph 0172, replace with the following new paragraph:

                For each attraction, attraction database
1000 includes a theoretical hourly ride capacity

30   (THRC) or other measure to indicate the capacity
of an attraction to handle visitors. Such

measures are well known in the art, and are commonly expressed as the number of [[seat]] seats in a ride vehicle times 3600 divided by the dispatch interval in seconds. For theaters or venues with specific, scheduled times when the attraction begins (like a parade or fireworks show), the holding capacity of the attraction venue may be used. For such attractions, a showtimes field 1024 indicates how many shows are given during the day. This information is used to allocated allocate demand evenly when creating itineraries. In another database (not shown), the actual start times for scheduled attractions are listed. For those attractions which are continuously running and which are not scheduled, the showtimes field 1024 contains "c", for continuously running. A zero would indicate that an attraction of either type is not available today.

Paragraph 0176, replace with the following new paragraph:

Also, if queue delays are known to vary by hour or by facility attendance, these complexities can also be included. Rather than finding a simple number of seconds delay in queue field 1026, itinerary generation may access a function for the expected queue delay. Such a function may take as parameters the attraction, access class, the day's expected attendance, and time-of-day. Since the queue being examined is

determined by the attraction and access class,
the actual analysis is essentially reduced to the
two-variable "attendance and time-of-day ~~product~~
produce what queue delay" problem. A function
such as this could be built by selecting an
appropriate surface to be fitted to empirical
data gathered from the attraction. Operators of
most facilities have such historical operational
data readily available. Further, such a function
could access actual, current queue information as
it becomes available and whenever an itinerary is
revised.

Paragraph 0203, replace with the following new paragraph:

One way of ~~insuring~~ ensuring that the
allocated capacity of an attraction is not
exceeded by itineraries generated which include
that attraction[[,]] is to centrally manage
itinerary generation. As the attraction capacity
allocated to a visitor class during an interval
is approached, a synthetic aversion factor is
increased which lowers the desirability of
inserting an event into an itinerary having a
time in that interval for that attraction. When
the capacity for an attraction during a
particular interval has been reached, the
synthetic aversion factor is such that the
attraction is utterly undesirable.

Paragraph 0216, replace with the following new paragraph:

It will be recognized that other functions, perhaps driven by ~~useage~~ usage data, attraction capacity, or other accumulated information can be constructed and used to diffuse or moderate demand.

Paragraph 0253, replace with the following new paragraph:

Process 1400 will be recognized by those skilled in the are as a width-first locally-optimized search strategy. It will be obvious to those artists that some of the operations, such as determining the path having the shortest travel time are computationally expensive tasks. Further, it will be observed that the doubly nested loop makes the process presented into an o(n 2) problem. Both of these and other inefficiencies will be considered targets for optimization. It should be noted, however, that for small or moderate sized facilities such as the exemplary facility of map 800, the ~~combinametric~~ combinatorial issues are tractable with modern processor speeds. Some of the optimizations discussed in Libby, especially the binning techniques, ~~will be found~~ are suitable for application to the itinerary generation process 1400.

Paragraph 0258, replace with the following new paragraph:

In an embodiment where itinerary 1500 is generated by a computer having communication access to a reservation computer (for example, if the portable computer 100 has a wireless network capability), and the reservation computer is operated by or for a dining establishment, then an additional capability is created. The itinerary generating computer can request a reservation at the restaurant for [[so]] the time of an event being considered in the itinerary. Prior to requesting the reservation, the attraction evaluation loop of steps 1440, 1450, and 1460 will have determined that if a reservation were to be available from this restaurant at (or near) this time, then dining at this restaurant would be the most desirable event available. If the reservation is available, then the event is entered into the itinerary and the reservation is kept. If the reservation is not available, then an attempt may be made to obtain a reservation at a different restaurant that would result in the next most desirable event. By ordering the requests for reservations from most desirable to least, the first reservation that is available is automatically the most desirable event possible.

Paragraph 0260, replace with the following new paragraph:

Often, a group visiting a facility may wish to experience attractions separately, but later

regroup for a meal. Subsequently, the group may break up again and continue to experience attractions and regroup again only at their departure time. Such [[an]] a desire can be

5   accommodated by generating for each party the group breaks into, a first itinerary to which terminates at the common meal event (e.g. "<lunch>", as if it were the "Exit" event previously discussed. Thus, all first

10   itineraries converge at the same meal event. A second itinerary is also generated for each party. The second itinerary picks up after the common meal event, but the generation of subsequent events retains the history of the

15   events of the first itinerary, so that attractions are not duplicated. The second itineraries converge [[a]] at the common departure time.